

No. 5859      號九十五百八千五第      日七十月七年子丙緒光      HONGKONG, MONDAY, SEPTEMBER 4TH, 1876.      一拜禮      號四月九英      港香      PRICE \$2½ PER MONTH.

## Intimations.

AMOT AND MANILLA.  
 Agent Steamship  
 "ZAMBOANGA,"  
 will be despatched for  
 Manila to-MORROW (Tuesday), the  
 at 5 P.M.  
 Agent or Passage apply to  
 REMEDIOS & Co.  
 Docking, 4th September, 1876.

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PARADE, BRISBANE, SYDNEY,  
 AND MELBOURNE.  
 SOHMERSET, COOKSTOWN, CLEVER-  
 AY, BOWEN, and KERRIEB BAY,  
 and Mails and Passengers),  
 and Australia Mail Steam  
 Agency's Steamship,  
 "BOWEN,"  
 will be despatched as above on  
 Y NEXT, the 9th instant.  
 Agent or Passage apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents,  
 Docking, 4th September, 1876.

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FOR SAIGON.  
 Steamship  
 "PENRIDO,"  
 will leave for the above Port  
 on FRIDAY, the 9th instant, at 5 P.M.  
 Agent or Passage, apply to  
 SOBY SEING,  
 Bonban Strand,  
 Docking, 4th September, 1876.

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NORTH-EASTERN EXTENSION AUSTRALIA  
 AND CHINA TELEGRAPH  
 COMPANY, LIMITED.

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IMPORTANT NOTICE.  
 CLAIMS FOR INDIA, EUROPE,  
 AMERICA, &c.

Yacht *Pantie* will be  
EN PENANG and

rams, remaining in each port only  
is left for Hongkong yesterday after-  
noon, to be loaded for at Penang on or  
the instant.  
To leave Penang for Galle at about  
DAY (Monday), and Peking at  
at 3 p.m. TO-MORROW (Tuesday).  
The cargo should be landed in at the Com-  
mission as early as possible.  
The date by this route is dated London,  
and was received on the 1st instant.  
Hongkong, 4th September, 1876.

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NO. 1016.

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the honour to inform the Public

PRINTING and ENGRAVING  
from No. 17 WINDMILL

**LENN'S ROAD, CENTRAL, opposite**  
**Stable & Co., and next door to W.**  
**Esq. Solicitor.**  
**THE FERRIER.**  
**Hongkong, 9th Avenue, 1876.**  
**WING & CO.,**  
**COAL MERCHANTS,**  
 always on hand LARGE STOCKS of  
 all kinds of COAL,  
 and of BEE-TY-LOONG & Co.,  
 of Hongkong.  
 Hongkong, 9th May, 1876.

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**Services to Consignees.**  
**SHIP PENGUIN, FROM CALCUTTA,**  
**NANG, AND SINGAPORE.**  
 The Steamer having arrived, Consignees of Cargo are hereby requested to  
 Bills of Lading for Consignment at

feeding the discharged prisoners' needs and

**MARDINE, MATTHEW & Co.**  
 Hongkong, 4th September, 1876.  
**CALCUTTA, PENANG, AND**  
**SINGAPORE.**

Steamship *Aradon* *Apar* having ar-  
 rived from the above Ports, Consign-  
 ees are requested to send in their  
 orders to the Undersigned for com-  
 mence, and to take immediate delivery of  
 their respective goods, and to  
 compelling her discharge will be at once  
 stored at their risk and expense.  
**ATWID SASSOON, SONS & Co.,**  
 Agents.  
 Hongkong, 4th September, 1876.

**STEAMSHIP AGT.**  
**AGENTS J. MESSAGERIES**  
**MARITIMES.**

**NOTICE.**  
 Consignees of Cargo per Steamship  
*ARADON*, from the above Ports in connection  
 with the above Steamers, are hereby informed  
 that Consignees being landed and stored at  
 the Company's Godowns, whence  
 they are obtained from MONDAY, the  
 4th inst.

Cargo will be forwarded on unless  
 is received from the Consignee be-  
 fore MONDAY, the 4th instant, at 11 A.M., re-  
 sulting to be landed here.

Loading will be countersigned by the  
 Undersigned.

Consignments unclaimed after SATUR-  
 DAY 9th instant, at Noon, will be subject

И,

London, 3rd September, 1878.  
 LONDON AND SINGAPORE.  
 Steamship *Gleaner*, Captain Donald-  
 having arrived. Consignee of Goods  
 hereby informed that the Goods  
 landed at their risk by the Under-  
 their *Gleaner*, whence and from  
 or Goods delivered may be obtained.  
 remaining on wharf after the 5th  
 will be subject to rent.  
 Insurance has been effected.  
 Lading will be consigned by  
 J. A. DINE, MATHSON & CO.,  
 100, 102, 104, 106, 108, 110, 112, 114,  
 Hongkong, 31st August, 1878.  
 H. BARON QUINSHERRY,  
 FROM LIVERPOOL.  
 SHIPMENTS of Goods by the above Vessel  
 hereby requested to send their Bills  
 for Freight to the Under-  
 to take immediate delivery of their

ARDINE, MATH

Hongkong, 31st August, 1876.  
**NOTICE.**  
 SHIPPEES OF OPTIONAL CARGO,  
 S. S. CO.'S Steamship **ULYSSES**,  
 FROM LIVERPOOL.  
 Orders must be obtained from  
 Undersigned not later than the 4th  
 shipment per Steamer **PATROCLUS**.

Hongkong. Slat Au  
STEAMSHIP C

SHIPPERS per Company's Steamer  
are hereby notified that the cargo  
landed at the Godowns of the Under-



# **THE CHRONICLE AND DIRECTORY FOR 1876.**

With which is incorporated  
"THE CHINA DIRECTORY."

THIS WORK, IN THE FOURTEENTH year of its existence, is NOW READY FOR SALE. It has been compiled and printed at the Daily Press Office, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual variety and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (Designed expressly for the Work).

MAPS OF HONGKONG, JAPAN, THE F. & O. COMPANIES' ROUTES, AND THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG.

besides other local information and statistics corrected to date of publication, tending to make this Work, in every way suitable for Public, Mercantile, and General Offices. The present Volume also contains a Directory of Singapore.

The "Chronicle and Directory" is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at \$3; or, with the Lists of Residents, Port Directors, Maps, &c., at \$5.

\* The Complete Directories, at \$5, are all sold, but a few of the Smaller Edition at \$3, are still on hand.

Orders for Copies may be sent to the Daily Press Office, or to the following Agents—

MACAO.—Messrs. L. A. de Gouveia & Co.  
SINGAPORE.—Messrs. Quah and Campbell.  
AMST.—Messrs. Wilson, Nicholls & Co.  
POMONA.—Messrs. Wilson, Nicholls & Co.  
FOCHOW.—Messrs. Wilson, Nicholls & Co.  
NINGBO.—Messrs. Kelly & Co., Shanghai.  
SHANGHAI.—Messrs. Kelly & Co., Shanghai.  
HANKOW.—Messrs. Kelly & Co., Shanghai.  
HONGKONG.—Messrs. Kelly & Co., Shanghai.  
HONGKONG.—Messrs. Kelly & Co., Shanghai.

NEW YORK.—Messrs. S. M. Pettigill & Co., 37 Park Row.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON & Co., or 827, HONGKONG DISPENSARY.

**The Daily Press.**  
HONGKONG, SEPTEMBER 4th, 1876.

Only one-half of the statements contained in the Report of the Commission sent by China to ascertain the condition of Chinese coolies in Cuba is true, it is more than sufficient to excite stern indignation in the meekest breast. The volume, which has just been published, is one long record of acts of sheer, shocking, and shameless brutality. Nothing in the history of the atrocious traffic in slaves that we have ever

perused surpasses it in horrors this gloomy pile of evidence. Never have we read a more signal instance of man's inhumanity to man; never has it been our lot to wade through such a chronicle of suffering and selfishness.

After making allowance for much uncorroborated and some intentional exaggeration on the part of the donors of evidence, who came before the Commission, enough remains to deepen the dark stain on Cuba—a stain which cannot readily be washed out. From one end of the report to the other there is nothing to palliate the long array of crimes inflicted upon a despoiled and wretched people. The same tale, with little

variation even in the manner of relation, is told by all the victims of Cuban oppression. Entrapped on board under specious pretences, most of them profoundly ignorant of the nature of their contract, hosts of them were signed such a document as all, and got a man fairly comprehended the conditions under which he would have to exist in Cuba. Tossed into the barracoens, there were in many instances compelled to go on board the ship. Crowded on board the vessels to such a degree that their very numbers alone, must have occasioned misery and discomfort, they were, with few exceptions, brutally treated. Not only were they insufficiently fed, but on many occasions they suffered the most

frightful torments from thirst, and some of the witnesses aver that as much as two dollars was given on several occasions for a single cup of water. Kicked and beaten by master and crew, they were flung without mercy and loaded with chains if they appeared to possess more than usual strength or in order to strike terror into the breasts of their comrades. On the slightest indication of appeal or resistance to such treatment, or on the smallest suspicion of mutiny, they were remorselessly shot down like dogs, and upwards of forty have been thus slaughtered at one time. In short, existence was rendered so unbearable to the miserable coolies that suicide took place daily, and frequently four or five would jump overboard together, while one witness relates how one day twenty-four men sprang into the sea before his eyes. The horrors of these floating prisons were too grievous to be borne, and the poor doled fellows willingly embraced death to escape them.

But terrible as their treatment was on board the coast ships, or slaves as they ought more accurately to be called, the fate reserved for those who reached the shores of Cuba was, if possible, still more cruel. While on board there was at least a hope that at the end of the voyage their sufferings would be over and redress be obtainable. But on landing at Havana this hope vanished quickly as a wreath of smoke. No opportunity was afforded them to make any complaint. Driver like cattle, by men on horseback armed with heavy whips, to the barracoens, they were there securely incarcerated until they could be sold. They were not subjected to a humiliating examination before being disposed of to the planters, and finally hurried away to the scene of their future toil. What that toil was like is stated by scores of witnesses who could have had no communication with each other, and the result forms a revelation of good and evil unsurpassed in the annals of mankind's misdeeds. Work! work! work! was the constant cry of the relentless overseer, whose sole object was to extract from the new importations their utmost energies. Numbers of the coolies affirm that only two or three hours' sleep was ever allowed them, and that for twenty-one hours during every day of the voyage work they were kept almost unceasingly as the hardest labour, goaded thereto by the lash of their unfeeling taskmasters. On the most trivial pretence they were mercilessly flogged, condemned to work in chains, and often killed outright. Their food was insufficient and unwholesome, their shelter and clothes of the worst description, being what they could get, and complaints were invariably responded to by blows and curses. When they were sick they were half starved, and their weary wages deducted for double the period during which they were incapacitated from labour. Some were never paid at all, or were defrauded out of their earnings on some pretence or other. If they attempted to run away they were pursued by savage bloodhounds, brought back and flogged or mutilated in a most inhuman manner. No wonder that suicide was common among them. Frantic with accumulated wrongs and hardships, some of them hung themselves, some cut their throats, others flung themselves into wells or leaped into the sugar canals, while many sought an eternal sleep by taking strong doses of opium. There seemed no hope for them in life, and death was therefore welcome. Even when their contracts expired they got no relief. Freedom could not be purchased by money, much less by faithful service. Their hard earnings were often accepted as purchase money for their release, but there is no instance given of a coolie obtaining his liberty. Unless they consented to renew their contract they were handed over to the Government officials, by whom they were compelled to labour on the roads for years without wages.

And in all this the planters and the officials were acting in open defiance of the law. In the first place, the Spanish Royal Decree of 1860 provides that, from the arrival of a vessel it is ascertained from examination of the papers that the mortality during the voyage has exceeded 6 per cent, an enquiry into its cause shall be made, and that, if necessary, criminal proceedings shall be instituted. But this provision was in all cases resorted to only to prevent the case taken to prevent the smallest freedom being permitted to the Chinese on landing. One stipulation in the agreement prescribes that labour cannot be enforced during more than twelve hours of the twenty-four, and that Sunday should be a day of rest, whilst the inquiries instituted prove that as much as twenty-one hours labour were frequently exacted, and it was the rule with the majority of the employers for the Sabbath to be made a work-day. Another stipulation provides that, if a coolie is wronged by his employer, he may proceed to the official designated the Protector of the Chinese, whose duty it would be to investigate the matter. But owing to their imperfect acquaintance with the people, language, and language, as well as to the strict surveillance exercised over them, the unhappy coolies never succeeded, even when they lodged a complaint, in obtaining redress. While, however, the law was a dead letter as far as the coolies' interests were concerned, the employers were able to transgress it without fear of consequences. The law only permits them to inflict two penalties on their Chinese bondsmen—arrest from one to ten days and loss of wages during the same time. Yet they have flogged them to death, they have put them in irons, and even broken their limbs without incurring any penalty or punishment. The Authorities systematically turned a blind eye to the voice of the wronged ones, and all that they gained by appealing for justice was an access of brutality from their hard-hearted employers. The rate of mortality among these afflicted men has been, as may be imagined, exceedingly high. Of the survivors large numbers are reported to be in a pitiable condition from privation and illness. Many are maimed, and others drag out a miserable existence through internal injuries received from the ferocity with which they have been lashed by the overseers on the estates. There are many more facts which merit comment in this instructive but hideously repulsive, but sufficient has been extracted to demonstrate two facts—that the Cubans are monsters of cruelty and utterly

unfit to be trusted even with the control of a dumb animal, and that the Chinese Government is gravely to blame in not long ago appointing Consuls in those countries to which its subjects have emigrated in search of employment.

It is stated that, owing to the large quantity of opium manufactured in India this year, Government will add thirty-five thousand chests to the reserve stock.

Mr. A. Harvey is about to proceed to Kiangchow, in H. B. M. S. "Hector," to see the Chinese Government's new steamship, the "Hector," which is about to depart for the Port of Shanghai.

The Marquis of Johore is invested with the rank of a Knight of the Grand Cross of St. Michael and St. George in the Town Hall, Singapore, on the 29th inst.

The quantity of Indian tea imported to London during the first six months of this year was 10,887,000 lbs., as compared with 9,935,000 lbs. imported during the corresponding period of last year.

The Superintendent of the Five Brigades publishes a notice, in which he states that, on Saturday, the 2nd inst., a Chinese steamer, the "Gazelle," which speaks favourably of the efficiency of the department.

At the Peak the maximum temperature during the past week, as recorded in Saturday's "Gazette," was 77.5, the minimum 70.0, at the Harbour Master's Office, Peay, West, the maximum was 84.0, and the minimum 75.0. 386 inches of rain fell during the week.

A Bombay contemporary says that a telegram had been received by the Marine Department, stating that the "S. S. N. Co." steamship "Scythia," which left Calcutta for Hongkong on the 27th inst., had been wrecked on the coast of the Straits Settlements. The vessel was on her way to the Straits Settlements, and had been wrecked on the coast of the Straits Settlements.

The Senior Naval Officer, at Rangoon, had been asked to send a man-of-war to search for the "Scythia," and had been asked to send a man-of-war to search for the "Scythia."

A telegram from Rangoon announces that H. M. S. "Diamond" was to leave subsequently for the Andaman.

Messrs. Behre & Co.'s Market Report, dated Saigon, 28th August, says—Rice—The market is rather limited. The demand is still fairly good, but the supply of stocks and supplies would impede extensive contracts. Prices upon the whole have been steady, but we quote a few rice at \$1.30 per picul. Piece Goods.—The market rules very dull, and only nominal quotations can be given. Freight.—Tonnage has been neglected through the week, but we quote a few rates for the steamer world now command about 10 cents per picul. To Singapore the normal rate is 9 to 9 cents per picul. A small inquiry for Sourabaya, and a few for other ports, but no business has been done. The market is rather quiet, and we quote a few rates for the steamer world now command about 10 cents per picul. To Singapore the normal rate is 9 to 9 cents per picul. A small inquiry for Sourabaya, and a few for other ports, but no business has been done. 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